

DRAFT FY12-16
Active Transportation Work Plan Overview

Major Work Program Areas:

- 1. Develop Needs Assessment**
- 2. Infrastructure Development**
 - a. Develop Complete Streets Policies and Guidelines
 - b. Develop Regional first mile/last mile strategies
 - c. Develop Regional Bikeways Network
- 3. Health and Safety**
 - a. Develop a regional Safe Routes to School strategy
 - b. Develop regional implementation strategy for the California Strategic Highway Safety Plan (SHSP)
 - c. Document how SHSP implementation strategy will reduce bicycling and pedestrian fatalities in absolute numbers
 - d. Develop Active Transportation performance criteria for public health
- 4. Transportation Modeling**
 - a. Develop and expand performance measures for active transportation
 - b. Leverage existing data to extrapolate information regarding active transportation
 - c. Work with Caltrans and local governments to collect and expand the inventory of available data
- 5. Outreach**
 - a. Develop Regional Active Transportation Advisory Committee
 - b. Develop Internal Peer Review Committee
 - c. Work with stakeholders/local governments to extend CycLAvia to multiple cities in the region
 - d. Work with stakeholders and local governments to regularly update and publish interregional bikeway maps and guides
 - e. Participate in promotional events designed to encourage bicycling and walking
- 6. Funding**
 - a. Develop Active Transportation Incentive Grant Outline
 - b. Work with Caltrans and Stakeholders to implement MAP-21 and maximize funding for regional active transportation
 - c. Develop methods to leverage different sources of federal/state/local dollars to fund active transportation
- 7. Legislative Strategy**
 - a. Develop legislative strategy to assist in meeting active transportation goals and objectives in the 2012 RTP/SCS
 - b. Develop program to assist active transportation funding in future transportation authorizations

Vision

- Develop the Active Transportation Program at SCAG as a best practices model that can be used by other agencies in the nation

Goal

- Reduce the number of bicycle and pedestrian fatalities to less than 50% of current levels by 2035
- Increase the number of projects/funding in the FTIP that include bicycle and/or pedestrian components
- Increase in mode share for bicycling and walking to be at least 33% above the current estimate of 24% of all trips in the region

How we measure success

- Become the first metropolitan region to achieve designation of “Bicycle Friendly Region” by the League of American Bicyclists (LAB) by 2020.
- Verification: XX Additional bikeway miles added to the regional system beyond what was forecast in 2012-2035 RTP/SCS
- Verification: Additional funding added to Active Transportation programs beyond what was forecast in 2012-2035 RTP/SCS

Note: Currently, the LAB only offers the designation to communities and ranks states according to “bike friendliness.” (California is ranked 12th in the nation). The goal is to encourage LAB to create the “Bike Friendly Region” category because of SCAG’s current and future efforts in supporting active transportation.

Major Deliverables (FY12-FY16)

- Regional Survey of local jurisdictions to collect Active Transportation Investment information
- Regional Funding Strategy that includes
 - o Collaboration with County Transportation Commissions and legislative leaders
 - o Regional Grant Program under MAP-21
- Regional First Mile/Last Mile Strategies/Policies
- Improved Cost/Benefit information on Active Transportation investments
- Active Transportation Outreach program, including a Regional Active Transportation Advisory Committee similar to SCAGs Aviation Technical Advisory Committee
- Regional Safe Routes to School Plan
- Implementation plan for Regional Bikeway Network

Strategies

Planning and Policy

Active Transportation Objective 2.1: Produce a comprehensive regional Active Transportation Plan

Active Transportation Objective 3.2: Adopt a Complete Streets Policy

Develop Complete Streets Policies and Guidelines

1. Identify Local Expenditures into complete streets infrastructure, including sidewalks, in order to produce more complete picture of Bike/Ped funding in the region
2. Identify best practices from other regions, metropolitan areas and cities
3. Develop and adopt Complete Streets policies and guidelines in accordance with AB1358 (Complete Streets Act) that member agencies can use as a planning tool
4. Work with CTCs to help create incentives to help local agencies implement complete streets policies and guidelines
5. Continue to work with Metro per the Sustainability Memoranda of Understanding and work to expand that relationship to other counties as well.

Develop regional first mile/last mile strategies building upon the following studies, and incorporating it into active transportation plans and grants:

- San Bernardino County Bike Ped Access to Transit
- Orange County Metrolink Access Study
- LA County Metro First Mile/Last Mile Study
- Los Angeles Union Station Study

Regional Bikeways Network

Active Transportation Policy 2.1.1: SCAG will work with local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network

Active Transportation Policy 2.1.2: SCAG will work with local jurisdictions to connect all cities in the SCAG region via bicycle facilities

Active Transportation Policy 2.1.3: SCAG will work with local jurisdictions to complete the California Coastal Trail

The size of the region requires an integrated bikeway network following a route structure with wayfinding signage as well as an integrated network of local bikeways.

- Work with subregions to ensure a bike/ped plan is developed for each subregion
 - o The goal is to connect cities and neighboring subregions
- Work with counties to develop county wide bikeway route structures
 - o The Orange County District Bikeway Network is an example
- Work with counties, railroads and utility companies regarding abandoned rail lines, river banks, and other right-of-ways that could be used for the regional bikeway network

- Complete the development of SCAG's Regional Bikeway Network in cooperation with local jurisdictions
- Support CTCs and COGs in identifying bicycle commuter routes, and incorporate into Regional Bikeways Plan

Health and Safety

Active Transportation Goal 1: Decrease bicyclist and pedestrian fatalities and injuries

Active Transportation Objective 1.1: SCAG will work with local jurisdictions to support a safe transportation environment in the SCAG Region.

Active Transportation Policy 1.1.1: SCAG will work with local jurisdictions to provide comprehensive education for all road users.

Active Transportation Policy 1.1.2: SCAG will work with local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multi-modal conflicts.

Active Transportation Policy 1.1.3: SCAG will partner with local advocacy groups and bicycle related businesses to provide bicycle-safety curricula to the general public.

Active Transportation Objective 3.1: Adoption of a Safe Routes to School Policy

SCAG will actively work with agencies and stakeholders regarding document relationships between active transportation and increased health benefits

- Develop a regional Safe Routes to School strategy
- Develop a regional implementation strategy for the California Strategic Highway Safety Plan
- Document how implementing the above deliverables will reduce bicycling and pedestrian fatalities in absolute numbers to below the goals set by the California Strategic Highway Safety Plan
- Develop active transportation performance criteria for public health

Transportation Modeling

SCAG's previous models did not fully incorporate active transportation. The new Activity Based Model can incorporate active transportation. To that end, the following activities will take place

- Develop and expand Performance Measures for active transportation
- Leverage existing data to extrapolate information regarding active transportation
 - o Land-Use data
 - o Demographic data
 - o Safety data
 - o Infrastructure data
 - o Transportation data and surveys
- Work with Caltrans and local governments to collect and expand the inventory of available data
- Expand Bicycle/Pedestrian Data Clearinghouse developed with LA County Metro throughout region.

Outreach

SCAG will develop an outreach strategy designed to a) increase implementation of active transportation projects throughout the region; b) increase the technical capabilities of SCAGs active transportation program; and c) develop measures designed to increase active transportation as a viable transportation option. Tasks include:

- Develop Regional Active Transportation Advisory Committee comprised of active transportation planners and stakeholders/advocates to review and provide guidance on SCAGs of active transportation plans and projects
- Develop Internal Peer Review Committee comprised of experts from various disciplines within SCAG to provide increased coordination
- Work with stakeholders and local governments to extend CyclAvia from Los Angeles to other cities in the region
- Work with cities, counties, Caltrans and the Adventure Cycling Association to regularly update and publish interregional bikeway maps and guides
- Support and participate in National Bike to Work Week every May
- Support and participate in “Walktober” and “Walk to School Day”
- Support the use of SCAGs Regional Bikeway Network for local and statewide bicycle events
- Work with universities and colleges to become designated “Bicycle Friendly Universities” by the League of American Bicyclists
 - o Goal: Every University in the SCAG region designated gold by 2020
- Work with universities, colleges, schools and surrounding communities to ensure safe and comfortable walking environments around the campuses
 - o Goal: Increased number of Safe Routes to School Awards to the region
- Work with cities to become designated “Bicycle Friendly Communities” by the League of American Bicyclists
 - o Goal: 20 cities in the SCAG region designated by 2016, and 50 by 2020.

Funding

Active Transportation Priority: Work with county transportation commissions to seek additional incentives and/or other opportunities for investing discretionary funds for further active transportation investments

There is \$6.7 billion proposed in the 2012–2035 RTP/SCS for implementing active transportation infrastructure. More funding is needed to fully meet the goals of pedestrians and bicyclists in a safe manner in Southern California. SCAG will work with its funding partners to find ways to increase funding dedicated to active transportation and find ways to leverage other funds to develop and maintain active transportation infrastructure and programs.

- Actively work with Caltrans and Stakeholders to implement MAP-21
 - o Develop SCAG's Active Transportation Grant Outline
 - o Include key stakeholders such as Safe Routes to School and California Bicycle Coalition in program development
 - o Coordinate with the Sustainability Department at SCAG
 - o Work with SACOG, MTC, SANDAG and Caltrans to integrate State portion of Transportation Alternatives funding with MPO portions of Transportation Alternative funding:
 - Ensure Caltrans provides adequate funding/resources to regions
 - Attempt to maximize portion of state funds coming to region
- Find methods to better leverage other State and federal dollars to fund active transportation, working with appropriate agencies and legislative leaders. Examples of leveraging other projects include:
 - Highway Safety Improvement Program
 - Congestion Mitigation and Air Quality Program
 - Congestion Mitigation Fees
 - Transportation Infrastructure Finance and Innovation Act
 - Local Sales Taxes (where applicable)
 - Integrating Active Transportation into larger infrastructure development/maintenance projects

Legislative Strategy

To have an effective Active Transportation Program SCAG should have a legislative strategy that promotes agency policies and interests in active transportation. This strategy may include monitoring State and federal legislation, and providing support, where warranted, for bills that promote active transportation infrastructure development, increased funding, environmental streamlining, and safety. Examples include:

- o AB 2245 (Smyth): Exempting Class II bike lanes from CEQA
- o SB 1380 (Rubio): Companion to AB 2245 Exempting certain bike plans from environmental review requirements
- o AB 819 (Wieckowski): Modern bikeway design standards
- o SB 1464 (Lowenthal): Safe passing (three foot rule)

FY12-13 Work Plan

Establish Active Transportation Outreach program

- Establish Active Transportation Subcommittee
- Develop Action Plan for subcommittee
 - o Goals for subcommittee
 - 2012 RTP Implementation Strategies
 - 2016 RTP Development Strategies
 - o Develop meeting strategy
- Establish internal and external Peer Review Committees
 - o Develop list of Expert Stakeholders
 - o Provide presentations to subcommittee
 - o Provide peer review of SCAG Active Transportation activities

Develop Active Transportation Funding Strategy options, as well as an detailed analysis of how current funding is being spent on active transportation:

- Develop an assessment for the methods by which active transportation in the SCAG region is funded.
 - o State
 - o Federal
 - o Call-for-Projects level
 - o Locally funded projects

Create a Regional Safe Routes to School Plan, to determine regional strategies that will increase the number of children walking and biking to and from school:

- Develop a regional methodology for prioritizing investments in Safe Routes to School
- Compile regional best practices and resources

Develop Regional Bikeway Concept Plans for individual routes as a method for route finalization, stakeholder buy-in and outreach:

- Develop an early action plan for bikeway development within each CTC
 - o Develop agreements with each CTC/local jurisdictions to complete regionally significant bicycle projects
 - o Develop strategy to expedite funding
- Possible pilot routes include:
 - o Bike Route 66

Develop Active Transportation Incentive Grant Program Implementation in coordination with CTCs and Caltrans:

- Establish regional goals of the incentive grant program
- Establish Grant mechanisms for establishing incentive grant program
- Establish implementation monitoring program to track new facilities and programs

Complete Bicycle/Pedestrian Database and Clearinghouse: The Clearinghouse will be a database and tool designed to develop consistent methodology in collecting and centralized storing of active transportation data (counts, plans, surveys, traffic warrants, etc).

- Establish modeling metrics for active transportation to be used for 2016 RTP
- Recommendations for data gathering standards for bike and ped data

Update Bikeways Inventory (annual basis)

- Survey of local governments – current and proposed investments, plans, grants, staffing, GeoData (SRTS, BTA, etc).
- Include linkages to major transit stations, schools, major activity areas (parks, schools, stadiums, business districts, etc)
- Report on findings

Develop “State of Safety” Study for SCAG Region, which will include walking and bicycling

Develop CycLAvia expansion throughout SCAG Region

- Develop proposal for one additional cycLAvia outside of City of Los Angeles
- Work with Community Arts Resources (CARS) and proposed city/cities to determine funding requirements and options.

Develop Framework for establishing Complete Streets Policies

- Review Complete Streets policies in other metro areas and cities
- Review SCAG Compass Blueprint Principles
- Write technical memo on potential strategies/policies

Grants and partnerships in Process in FY12-13

- First Mile/Last Mile Study (partnership with Metro)
- Malibu PCH Safety Study (FHWA Partnership Planning Grant)

- OCTA Metrolink Park and Ride (FHWA Partnership Planning Grant)
- Metro Union Station Access Study (FHWA Partnership Planning Grant)
- Metro Bicycle/Pedestrian Data Clearinghouse (FHWA Partnership Planning Grant)

FY12-13 Products:

- Active Transportation Performance Metrics
- Transportation Alternatives Incentive Grant Program Criteria
- Active Transportation Subcommittee Recommendations
- State of Safety Report
- Framework for establishing Complete Streets policies
- CyclAvia proposal
- Active Transportation Survey to local cities
- Partnership Planning Grants
 - Metro First Mile/Last Mile study
 - Bicycle Data Clearinghouse and Database
 - Malibu/PCH Safety Study
 - San Bernardino Bike/Ped Access to Transit
- Updated Bikeways Inventory (annual)
- Regional Bikeway Concept Plans
 - Bike Route 66

FY13-14 Work Plan

Establish Regional Safety Policies for the SCAG region, including Safe Routes to School, Active Transportation.

Bikeways Inventory (annual Basis)

- Incorporation of data into Bicycle/Pedestrian Data Clearinghouse
 - o Maintain the Clearinghouse with current data
 - o Incorporate into SCAG Transportation Model
 - o Develop improved Economic Benefit/Cost formulas for regional Active Transportation projects.

Develop a Complete Streets Plan, to determine regional policies, assist in project prioritization and encourage CTCs to adopt Complete Streets policies.

- Determine a policy framework to prioritize Complete Streets projects in the Constrained Plan for the 2016 Regional Transportation Plan and the Federal Transportation Improvement Program (FTIP)
- Encourage the adoption of Complete Streets policies by local jurisdictions as mandated by AB 1358 and the CTCs

Develop regional First Mile/Last Mile policies and Best Practices Report

- Review of First Mile/Last Mile study conclusions and recommendations (Metro, SANBAG, OCTA)
- Work with CTCs to develop additional opportunities for funding First Mile /Last Mile strategies.

Develop Regional Bikeway Concept Plans for individual routes as a method for route finalization, stakeholder buy-in and outreach.

- PCH Bike Route

Review of federal Transportation Reauthorization implications on Active Transportation funding and policies

- Develop funding Strategy
 - o State
 - o Federal
 - o Call for Projects level
- Develop legislative Strategy
 - o Safety
 - Vulnerable Road Users
 - Hit and Run penalties
 - o Funding

FY13-14 Products

- Methodology to quantify Active Transportation benefits
- Active Transportation Funding Plan
- Regional Safe Routes to School Plan
- Annual update of Bikeways Inventory
- Regional First Mile/Last Mile Policies and Best Practices Report
- Funding Strategy for Implementation of Active Transportation Plan
- Recommended Safety Policies for Active Transportation
- Regional Bikeway Concept Plans
 - Pacific Coast Bike Route

FY14-15 Work Plan

2016 RTP/SCS

Begin analysis for 2016 Active Transportation Plan

Calculate costs and benefits of implementing local plans

Develop gap closure plan (needs Assessment)

First Mile/Last Mile recommendations

Develop policy recommendations

FY14-15 Products

- Internal Preliminary Draft Active Transportation Plan

FY15-16 Work Plan

Final Active Transportation Plan for 2016 RTP/SCS